

Status report on the Horizontal Regulation

At its previous session (October 2006), GRSG agreed to establish an informal working group, to be chaired by EC for the development of the Horizontal Regulation. In November 2006, WP 29 gave its consent for the establishment of this group. The first meeting of this group was held in Brussels on 24-25 January 2007. The document presents the results of the discussion of the group.

1. WHY A HORIZONTAL REGULATION?

The solution of a horizontal regulation is necessary because:

- R.E.3. has no legal status
- Different regulations make reference to \neq versions of R.E.3.
- R.E.3 is not accurate enough. Some inaccuracies remain in the definitions set up in the Annex 7 to R.E.3.
- Need for an instrument to avoid the amendment to 120 Regulations each time a new party signs the 1958 Agreement or a new category is added.

2. MAIN ITEMS SUBJECT TO DISCUSSION

The discussions were based on document ECE/TRANS/WP29/GRSG/2006/34. It was decided to try to reach an agreed text before setting a "real" informal group (terms of definition, etc). Document ECE/TRANS/WP29/GRSG/2006/34 was discussed during the Brussels meeting of 24-25 January 2007 and the Geneva meeting on 16 April 2007. The main items to be considered by GRSG are the following.

2.1. Paragraph 3.1.9. - "Mobile machinery"

The purpose of this paragraph is to:

- differentiate vehicles fitted with a machinery (mainly of N category) and machinery fitted with an engine to make it mobile.
- exclude mobile machinery from the scope of the UNECE Regulations.
- allow any contracting party's authority to keep the right to grant or refuse to grant the request of a manufacturer to approve a vehicle as mobile machinery, on ground of domestic regulations.

2.2. Paragraph 3.1.11. - Discrimination of passenger vehicles from good vehicles

The purpose of this paragraph is to allow a clear cut between passenger vehicles and good vehicles (M and N). GRSG agreed that the number of standing and adult seating positions should be specified. The informal group agreed on a wording based on SR1.

2.3. Paragraph 3.2.4. - "Maximum mass of trailers"

The current definition causes a lot of problems because scientifically not correct. The corrected definition was agreed.

2.4. Paragraph 3.2.5. - "Maximum mass of a combination of vehicles"

- A new definition for vehicle combination weight was added and agreed.

2.5. Paragraph 4.1.6. and 4.1.7 - Definition of Categories L6/L7

- The definitions exist in the EU legal system and in RE3. Furthermore, it is proposed to create 2 classes concerning quads and car-like light vehicles. Each class covers one extreme and is not intended to cover the full range of the existing vehicles.
- IMMA strongly opposed as ATVs and light vehicles are a typical European problem (not internationally traded).
- GRSG will have to give its position on this paragraph.

2.6. Paragraph 4.2.2. and 4.2.3 - Definition of Categories M2/M3

- The group discussed the possibility to allow buses with less than 8 seated passengers.
- GRSG will have to give its position on this paragraph.

3. NEXT STEPS

Since the group made much progress, it does not seem necessary to form an informal group.

The following time table is proposed:

- Agreement on the principles at GRSG-92.
- Adoption of an official document at GRSG-93 (October 2007).
- Vote an official document at WP.29-144 (March 2008). EU to go through article 300 procedure.
- Adoption at WP.29-147 (March 2009).
